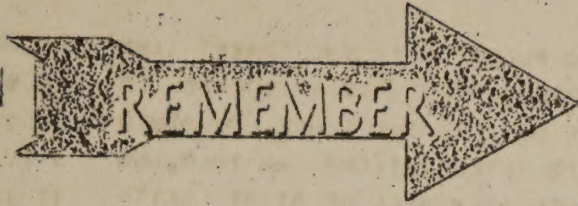


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DON'T BE A BARN  
DOOR CLOSER

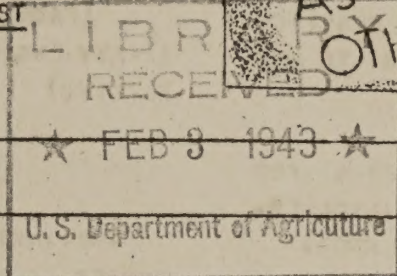
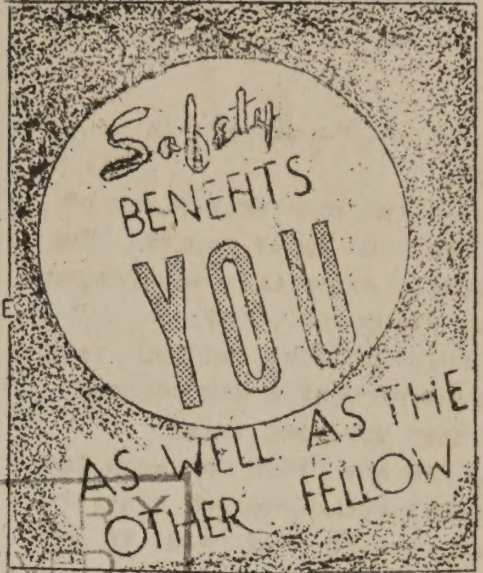


UNITED STATES DEPARTMENT OF AGRICULTURE  
FARM SECURITY ADMINISTRATION

SAFETY DIGEST

PERSONNEL DIVISION

NUMBER 8



CINCINNATI OHIO

JULY 1942

THE BARN DOOR CLOSERS

ACCIDENT PREVENTION BEFORE THE FACT HAS BEEN THE PRIMARY OCCUPATION OF THE SAFETY MOVEMENT IN THE DEPARTMENT SINCE 1933. WE'VE COME A LONG WAY. WE'VE MET A LOT OF PEOPLE—SOME COOPERATIVE AND FARSIGHTED ENOUGH TO AGREE WITH THE ACCIDENT PREVENTION PROGRAM IN SPIRIT AS WELL AS IN REGULATION.

BUT WE'VE MET OTHER PEOPLE IN THIS WORK WHO WE LIKE TO CALL (IN PRINT) — "THE BARN DOOR CLOSERS". THEY ARE FOR SAFE PRACTICES AND SAFE EQUIPMENT — ONLY AFTER THE AMBULANCE OR THE MORGUE WAGON PROVES TO THEM THAT THE TIME TO SAVE THE HORSE IS TO CLOSE THE DOORS BEFORE HE IS STOLEN.

THE BARN DOOR CLOSERS OF ACCIDENT PREVENTION ARE COMPARABLE, IN A SENSE, TO THE BARN DOOR CLOSERS WHO ARE NOW CRYING FOR GREATER WAR ACTION, WHEN ONLY A FEW SHORT MONTHS AGO THEY HAD LEFT THE DOOR OPEN, DESPITE THE PLEAS AND COMMANDS OF OUR COUNTRY'S LEAD-

ERS FOR GREATER CARE IN THE DEFENSE OF OUR "BIG BARN". IT REQUIRED A PEARL HARBOR, CORREGIDOR AND FINALLY, THE DRASTIC CURTAILMENT OF PERSONAL COMFORTS TO MAKE THEM SHRIEKINGLY VOCAL FOR BIGGER AND BETTER PADLOCKS FOR THE BARN DOORS.

WE NEED OUR MANPOWER MORE THAN EVER. WE MUST PROTECT IT BY ALL PRACTICAL MEANS, THROUGH FORESIGHT, RATHER THAN HINDSIGHT. AND OUR CHIEF CONCERN, OUR PRINCIPAL PROBLEM AT PRESENT IS TO PROTECT THESE VERY BARN DOOR CLOSERS AGAINST ACCIDENTS. LET'S NOT WAIT FOR THE OBVIOUS THEFT OF TIME LOST THROUGH AN ACCIDENT BEFORE WE APPLY THE PADLOCK OF SAFETY TO OUR OWN BARN DOOR.

(FROM "THE BINNACLE")

GETTING AT THE BOTTOM OF  
ACCIDENTS

WHEN SOMETHING GOES WRONG, WE HAVE TO KNOW WHAT IT IS AND WHAT CAUSED IT TO GO WRONG BEFORE WE CAN FIX IT. AN ACCIDENT IS THE BEST EXAMPLE OF

SOMETHING HAVING "GONE WRONG"—THE MAN, THE MATERIAL OR THE METHOD. SOMEBODY OR SOMETHING FAILED OR ELSE THE MISHAP WOULD NOT HAVE OCCURRED.

SINCE AN ACCIDENT IS EVIDENCE OF SOMETHING "GONE WRONG" IT FOLLOWS THAT WE OUGHT TO GET TO THE BOTTOM OF THE "HOW" AND THE "WHY" SO IT WON'T GO WRONG AGAIN.

THERE OUGHT TO BE A "BEST" WAY FOR DOING THIS. LET'S JUST MAKE A LIST OF WHAT WE WANT TO FIND OUT AND THEN SEE HOW WE SHOULD GO ABOUT IT. THE MAN IS THE MOST IMPORTANT THING ON ANY JOB, SO MAYBE WE HAD BETTER START WITH HIM FIRST.

1. IS THIS HIS FIRST ACCIDENT?
2. IF NOT, HOW DID THE OTHERS OCCUR? WAS HE AT FAULT?
3. DID HE TAKE AN UNNECESSARY CHANCE, BRINGING THIS ACCIDENT ON HIMSELF?
4. HAD HE BEEN INFORMED AS TO THE DANGERS INVOLVED AND INSTRUCTED AS TO SAFE WORKING PRACTICES?

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• SAFETY COMES NOT FROM WISHING AND HOPING •  
• • • BUT FROM THINKING AND DOING • • • • •



5. WAS HE "HURRIED" ON THIS JOB?
6. WAS THE WORK WELL PLANNED?
7. JUST WHO IS AT FAULT? THE INJURED, HIS FELLOW WORKERS, OR YOU, HIS SUPERVISOR?
8. WHAT ACTION CAN YOU TAKE NOW TO PREVENT A RECURRENCE?
9. HAVE YOU DONE THIS?
10. ARE ANY OTHER OF YOUR EMPLOYEES FOLLOWING THE PRACTICE THAT CAUSED THIS MAN TO GET HURT?

A CHECK ON MATERIAL AND EQUIPMENT IS LESS INVOLVED. YOU NATURALLY WANT TO KNOW:

1. IF TOOLS OR EQUIPMENT BEING USED WERE DEFECTIVE.
2. IF ADEQUATE WORKING EQUIPMENT WAS PROVIDED.
3. IF THE NECESSARY PROTECTIVE EQUIPMENT WAS AVAILABLE.
4. IF SO, WAS IT BEING USED AND IN THE RIGHT WAY?

IF WE ARE GOING TO GET THIS INFORMATION, AND WE MIGHT AS WELL NOT START AFTER IT UNLESS WE GET THE CORRECT AND THE COMPLETE STORY, WE ARE GOING TO HAVE TO:

1. GO TO THE SCENE OF THE ACCIDENT AND CHECK THE PHYSICAL FACTS.
2. GET THE FULL STORY OF THE MAN WHO GOT HURT.
3. GET THE STORY OF ALL THE OTHER MEN WHO WERE WORKING WITH HIM.

THE TIME TO INVESTIGATE AN ACCIDENT? AS SOON AFTER IT HAPPENS AS YOU CAN GET TO WHERE IT HAPPENED.

WHENEVER WE COME TO INQUIRE

AS FULLY INTO THE "WHYS" AND "WHEREFORES" OF ACCIDENTS AS WE DO INTO THE CAUSE OF OTHER JOB INTERRUPTIONS -- THEN, AND THEN ONLY WILL WE START GETTING RESULTS BECAUSE WE CANNOT INTELLIGENTLY PROCEED WITH RIGHTING THE WRONG UNTIL WE HAVE THE CORRECT AND COMPLETE FACTS IN OUR POSSESSIONS.

(FROM AMERICAN SOCIETY OF SAFETY ENGINEERS--ENGINEERING SAFETY.)

#### ON DRIVING

THE INSTINCT TO PROTECT OUR BODIES AGAINST INJURY FROM WITHOUT IS REPUTEDLY ONE OF NATURE'S GIFTS TO US. IN ORDINARY TIMES WE ARE PRONE TO FAIL TO TAKE FULL ADVANTAGE OF OUR GIFT AND MUST BE PRODDED FROM TIME TO TIME AS A REMINDER THAT NATURE ALONE CANNOT SEE US THROUGH THE ACCOMPLISHMENT OF OUR DUTIES UNTOUCHED BY THE FINGERS OF CARELESSNESS AND INJURY.

IN THESE EXTRAORDINARY TIMES IT REQUIRES ALL THE WITS OF NATURE AND OUR MINDS COMBINED TO PROTECT US FROM THAT MOMENTARY LAPSE WHEN, AT THE LEAST EXPECTED TIME, INJURY REARS UP AT US IN REMINDER THAT SAFE THINKING IS AN ALL-TIME PROPOSITION.

OF THE PERIODS IN OUR DAILY LIVES MOST VULNERABLE TO A LAPSE IN OUR EFFORTS TO BE ON THE ALERT AND CONSCIOUS OF HAZARDS, PROBABLY THE MOST COMMON OCCURS WHEN WE ARE AT THE WHEEL OF AN AUTOMOBILE. UNFORTUNATELY, WE LOOK UPON THE OTHER DRIVER AS A HAZARD

ON WHEELS AFTER WE HAVE TANGLED WITH HIM. IF WE WOULD ONLY CONSIDER HIM AS THE CAPTAIN OF A POTENTIAL DESTROYER BEFORE IT IS TOO LATE OUR ACCIDENT RATE WOULD BE MINIMIZED, EVEN THOUGH OUR EGO WOULD TAKE A TERRIFIC BEATING. THE FACT THAT THE DRIVER OF ANOTHER VEHICLE GIVES A CERTAIN SIGNAL IS NOT PROOF THAT HE INTENDS TO CHANGE THE COURSE OF HIS TRAVEL IN ACCORDANCE WITH OUR INTERPRETATION OF HAND SIGNALS. IN THE FIRST PLACE, MANY DRIVERS DO NOT KNOW THE PROPER SIGNALS. IN THE SECOND PLACE, AND CONTRARY TO THE BELIEF OF MOST OF US, THE HAND SIGNALS IN USE IN VARIOUS SECTIONS OF THE COUNTRY ARE FAR FROM UNIFORM. ONE MISINTERPRETATION OF AN INCORRECTLY GIVEN SIGNAL CAN SPOIL A LONG MILEAGE RECORD AND SEVERAL YEARS OF VIGILANT DRIVING IF WE PERMIT OURSELVES TO TAKE FOR GRANTED ANY ACT OF ANOTHER PERSON IN ANOTHER VEHICLE.

WE ARE ALL PROFESSIONAL DRIVERS IN OUR OWN OPINIONS. IT'S UP TO US TO HAVE PATIENCE WITH THE AMATEURS AND TO HELP THEM KEEP US OUT OF ACCIDENTS.

(FROM NEW ORLEANS SAFETY REVIEW)

#### KNOW WHERE TO TAP

ALMOST EVERYONE WILL REMEMBER THE STORY OF THE ELECTRICAL ENGINEER WHO, ENGAGED TO REPAIR A HUGE GENERATOR, SET THE UNIT TO WORKING AGAIN BY TAPPING IT FIRMLY WITH A WRENCH. HIS SUBSEQUENT BILL FOR \$1,000 WAS ITEMIZED AS FOLLOWS: TIME \$0.50; KNOWING WHERE

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\*  
\* COMMON SENSE PREVENTS ACCIDENTS \*  
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TO TAP \$999.50.

WHETHER IT'S REPAIRING A GENERATOR OR PREVENTING ACCIDENTS, "KNOWING WHERE TO TAP" PAYS BIG DIVIDENDS. APPLIED TO SAFETY, IT MERELY MEANS KNOWING WHERE THE HAZARDS EXIST AND "TAPPING" THEM OUT BY SIMPLE ELIMINATION OR BY STEADY APPLICATION OF THE SAFE PRINCIPLES OF OPERATION.

IT ISN'T DIFFICULT TO PREVENT ACCIDENTS ON A JOB IF YOU KNOW WHERE THE HAZARDS ARE, AND KNOWING WHERE THEY ARE REQUIRES ONLY THAT YOU SPEND THE TIME AND ENERGY NECESSARY TO DIG THEM OUT. THE MATTER OF DISPOSING OF THEM OR LABELING THEM FOR FUTURE GUIDANCE THEN BECOMES ROUTINE.

(FROM "KANSAS CITY FAIR LEAD")

#### HARDLY A MILD SMOKE

ON THE FOURTH OF JULY A MAN LIGHTED A FIRE CRACKER WITH A CIGARETTE THEN THREW AWAY THE CIGARETTE AND STUCK THE FIRE CRACKER IN HIS MOUTH. ONE OF HIS TEETH WAS BLOWN OUT AND HIS LIPS WERE LACERATED BY THE EXPLOSION.

ASSOC. PRESS RELEASE

#### OFFICE ACCIDENT HAZARDS

WORK IN AN OFFICE IS MORE DANGEROUS THAN IS COMMONLY SUPPOSED. HERE ARE SOME FREQUENT CAUSES OF INJURY:

1. CROWDING ON STAIRS, AT ELEVATORS, AND AT ENTRANCE DOORWAYS. HIGH HEELS ARE ESPECIALLY DANGEROUS ON STAIRS.

2. WALKING WITHOUT LOOKING WHERE YOU ARE GOING -- AROUND CORNERS, INTO OPEN DOORS, WHILE READING CORRESPONDENCE, ETC.

3. CLIMBING ON CHAIRS, BOXES, OR OTHER MAKESHIFT SUPPORTS.

4. LEAVING DESK DRAWERS OR FILE CASE DRAWERS OPEN TO BE STUMBLER OVER; LEAVING LOOSE OBJECTS ON CHAIRS OR ON THE FLOOR.

5. TIPPING BACK TOO FAR IN ANY CHAIR.

6. STRAINING AT TIGHT WINDOWS; LIFTING IMPROPERLY, OR LIFTING TOO HEAVY LOADS.

7. PILING OBJECTS ON SHELVES OR ELSEWHERE INSECURELY.

8. FAILING TO COVER THE POINTS OF PINE IN PINNING PAPERS TOGETHER.

9. USING KNIVES, SCISSORS OR SHEARS CARELESSLY.

10. TAKING CHANCES WITH UNGUARDED ELECTRIC FANS. (THEY SHOULD BE GUARDED COMPLETELY.)

11. TOSSING BURNT MATCHES, CIGARET AND CIGAR STUBS INTO WASTE BASKETS; ALSO, BROKEN GLASS.

12. THROWING OBJECTS OUT THE WINDOW.

(FROM "NATIONAL SAFETY NEWS")

#### UNCLE SAM LOOKS AT SAFETY

SPEAKING BEFORE A LABOR ORGANIZATION IN NEW YORK RECENT-

LY, SECRETARY OF LABOR PERKINS POINTED OUT, "WHILE IT IS TRUE THAT TOTAL EMPLOYMENT IN THE GOVERNMENT SERVICE, AND HENCE TOTAL EXPOSURE, HAS ALSO INCREASED DURING THE YEARS, RISE IN EMPLOYMENT IS NOT PROPORTIONATE TO THE UPSURGE IN ACCIDENTAL INJURIES. EMPLOYMENT IN THE GOVERNMENT SERVICE DURING 1941 HAS INCREASED BY 62 PER CENT SINCE 1936, WHILE ACCIDENTS HAVE INCREASED MORE THAN 110 PER CENT IN THE SAME PERIOD."

MISS PERKINS REFERRED TO THE FACT THAT ACCIDENTS IN THE FEDERAL SERVICE ARE HAMPERING OUR WAR EFFORTS, PARTICULARLY SINCE THERE IS ACUTE LABOR SHORTAGE.

"THE ANSWER TO THIS PROBLEM," THE SECRETARY OF LABOR SAID, "LIES FIRST OF ALL IN EXECUTIVE LEADERSHIP AND SECOND, IN THE DAY-BY-DAY FOLLOW-UP OF SAFETY ACTIVITIES." SHE SAID, THAT TOO MANY GOVERNMENT AGENCIES, IN COMMON WITH MANY PRIVATE INDUSTRIES, "HAVE LABORED UNDER THE DELUSION THAT THEY CAN CARRY ON AN EFFECTIVE SAFETY PROGRAM ON A SHOESTRING."

"ALTHOUGH THERE IS NO ACTIVITY THAT PAYS BIGGER DIVIDENDS THAN SAFETY, MEASURED EITHER IN TERMS OF ACTUAL PRODUCTION OR IN TERMS OF THE HUMAN SAVINGS...THESE SAVINGS CANNOT BE REALIZED WITHOUT SPENDING MONEY FOR AN EFFECTIVE SAFETY PROGRAM."

ASSISTANT SECRETARY BARD, ADDRESSING THE SAME GROUP,

UNSAFE WORKERS NEED A CHECK-UP  
ESPECIALLY FROM THE NECK UP



CLOSED HIS REMARKS WITH THE STATEMENT THAT THE FORCE WHICH IN THE LAST ANALYSIS WILL CRUSH OUR ENEMIES ... WILL BE OUR FORCE OF SKILLED WORKMEN. NOT ONE CAN WE SPARE.

ASSOC. PRESS RELEASE

#### A LUCKY SLIP

CLEANING HOUSE, MRS. AUGUST MAGUIRE DECIDED TO BURN A PILE OF PAPERS AND AN INNOCENT-LOOKING CIGAR BOX.

ON THE WAY TO THE FURNACE THE BOX SLIPPED FROM HER GRIP. IN IT SHE DISCOVERED EIGHT STICKS OF DYNAMITE.

ASSOC. PRESS RELEASE

#### THE HEAT IS ON

—BUT DON'T LET IT GET YOU DOWN! KEEPING COOL DURING THE SUMMER MONTHS IS NOT SO DIFFICULT IF YOU KNOW HOW — AND HERE'S HOW! THE SECRET LIES IN PROPER FOOD, DRINK, AND CLOTHING.

DROP THAT HEAVY WINTER DIET OF HEAT PRODUCERS. AVOID TOO MANY FRIED FOODS AND CUT DOWN ON THE FATS AND OILS. TO KEEP COOL AS A CUCUMBER, EAT MORE OF THEM, ALONG WITH TOMATOES, LETTUCE, CARROTS, ORANGES, APPLES, AND LEAFY VEGETABLES. LIMIT THE PROTEINS; THUMBS DOWN ON THE STARCHY AND SUGARY FOODS. EAT GREEN VEGETABLES, FRUITS, AND SALADS, AND YOU'LL HAVE THE SUMMER DIET PRETTY WELL IN HAND.

DRINK A QUART OF MILK A DAY AND LAY OFF THE ALCOHOLIC

"HEATERS." DRINK LOTS OF WATER AND DON'T FORGET THE SALT TABLETS. THE LITTLE WHITE REPLENISHERS QUICKLY REPLACE LOST SALT IN YOUR MUSCULAR TISSUE, AND HEAT SICKNESS DOESN'T HAVE A CHANCE.

WHEN IT COMES TO CLOTHING, THE LIGHT, LOOSE KIND DOES THE TRICK. WEAR A LIGHTWEIGHT HAT OR CAP, AND DON'T FORGET HOW TIGHT SHOES MAKE THE FEET HOT AND SORE.

NOW FOR THE GENERAL HOT-WEATHER TIPS:

AVOID RUSHING, HURRYING, AND WORRYING AS MUCH AS POSSIBLE!

RELAX A FEW MINUTES OCCASIONALLY (NOT PERMANENTLY, HOWEVER!).

GET A COAT OF TAN, BUT USE YOUR HEAD IN ACQUIRING IT. SUNBURN IS PAINFUL AND DANGEROUS!

REPAIR TO THE GREAT OUTDOORS FREQUENTLY, AND SLEEP WITH THE WINDOWS OPEN.

CHANGE YOUR SOCKS AND TAKE A BATH DAILY.

IF YOU DON'T SWIM, DON'T LOSE ANY TIME LEARNING HOW — IT'S WHOLESOME, HEALTHFUL EXERCISE, AND GOOD INSURANCE!

(FROM "OLD MAN RIVER")

#### READ AND HEED!

PRECAUTIONS IN USING ELECTRIC FANS SHOULD BE DOUBLED IN FSA OFFICES THIS SUMMER TO PREVENT LOSS OF MAN-HOURS ON THE JOB. FANS CAUSE ACCIDENTS WHEN YOU LEAST EXPECT THEM. LAST SUMMER A SUPERVISOR PLACED A CHAIR ON TOP OF A DESK, AND CLIMBED UP TO CONNECT A FAN

CORD TO THE CEILING LIGHT. HE LOST HIS BALANCE, STRUCK HIS HEAD ON A TABLE, HIT THE FLOOR, AND SUFFERED SEVERE BRUISES. THE DOCTOR TOOK FOUR STITCHES IN HIS HEAD AND SENT HIM TO BED FOR THREE DAYS.

#### THE PROFIT IS ALL YOURS

THERE IS NO PROFIT IN ACCIDENT PREVENTION EXCEPT FOR YOU. ACCIDENT PREVENTION PLANS ARE DESIGNED TO KEEP YOU SAFE. IT IS TO PREVENT YOU FROM BEING INJURED THAT THE SAFETY SECTION IS ESTABLISHED, SAFETY RULES ARE ORDERED AND SAFETY INSPECTIONS ARE MADE.

SAFETY ORGANIZATIONS COST MONEY — MONEY SPENT TO SAVE YOU FROM BEING HURT. IF YOU HAVE AN ACCIDENT, THERE IS NO ACTUAL INCREASE IN THE COST OF SAFETY ORGANIZATION. THERE IS NO LOSS OF PROFIT TO THE SAFETY SECTION.

BUT THERE IS A LOSS OF PROFIT TO YOU, TO YOUR FAMILY, AND TO YOUR FRIENDS. MEN, WITH BROKEN BONES OR LOST TIME INJURIES, ARE LOSING MONEY — THEIR OWN MONEY AND THEIR OWN ADVANCEMENT — THROUGH LOST TIME. "SISSIES," SAFELY AT WORK, OBEYING THE SIMPLE SAFETY RULES, ARE MAKING MONEY AND ADVANCING THEMSELVES.

SO WHEN YOU THINK OF SAFETY AND ACCIDENT-PREVENTION PROGRAMS, THINK OF YOUR PROFIT, THINK OF YOUR JOB, AND THINK OF YOUR FAMILY. THERE'S PROFIT IN SAFETY — FOR YOU!

(FROM "THE BINNACLE")

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\* THE BEST TIME TO PRACTICE SAFETY \*  
\* IS ALL THE TIME \*  
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